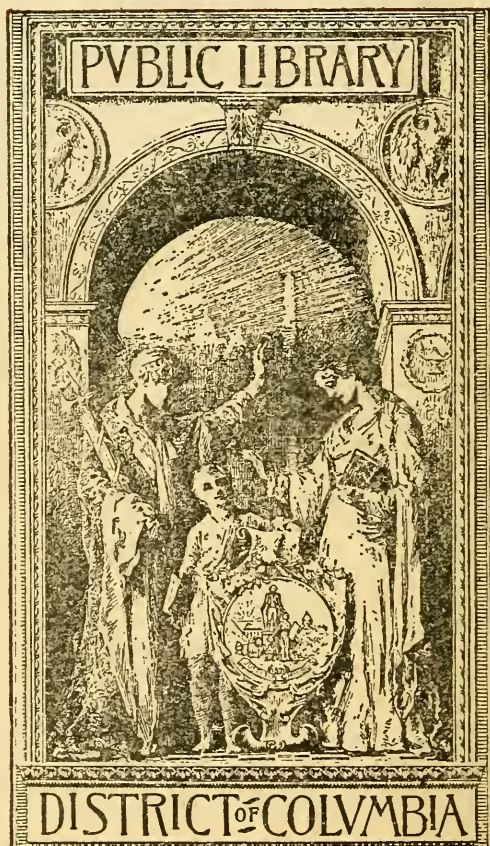


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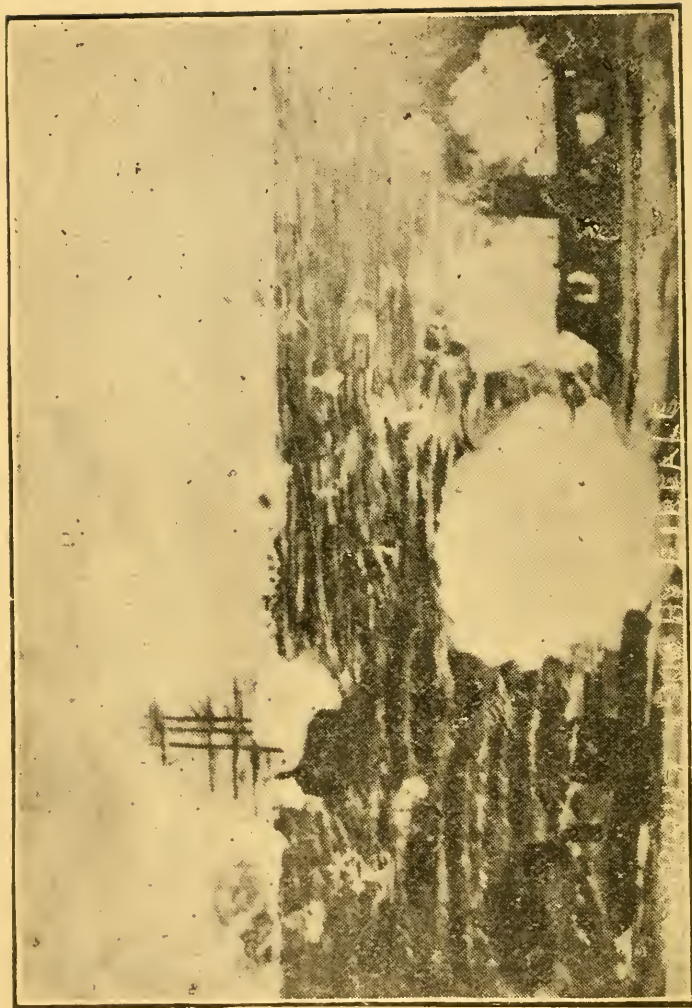
BEALE
HIGHWAYS & BYWAYS OF
VIRGINIA PENINSULA



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FIRST BATTLE OF IRON-CLADS. PHOTOGRAPHED FROM A DRAWING
BY E. I. BEALE.



Highways & Byways
OF THE
Virginia Peninsula



A BOOK OF INFORMATION,



DESIGNED AS A HANDBOOK FOR THE USE OF TOURISTS AND
ALL OTHERS INTERESTED IN THE HISTORY, SOIL
AND TOPOGRAPHY OF THE PENINSULA.

—BY—
E. I. BEALE.



NEWPORT NEWS, VA.
PUBLISHED BY THE AUTHOR.

[1907.]

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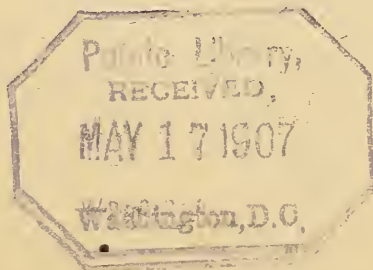
PREFACE.

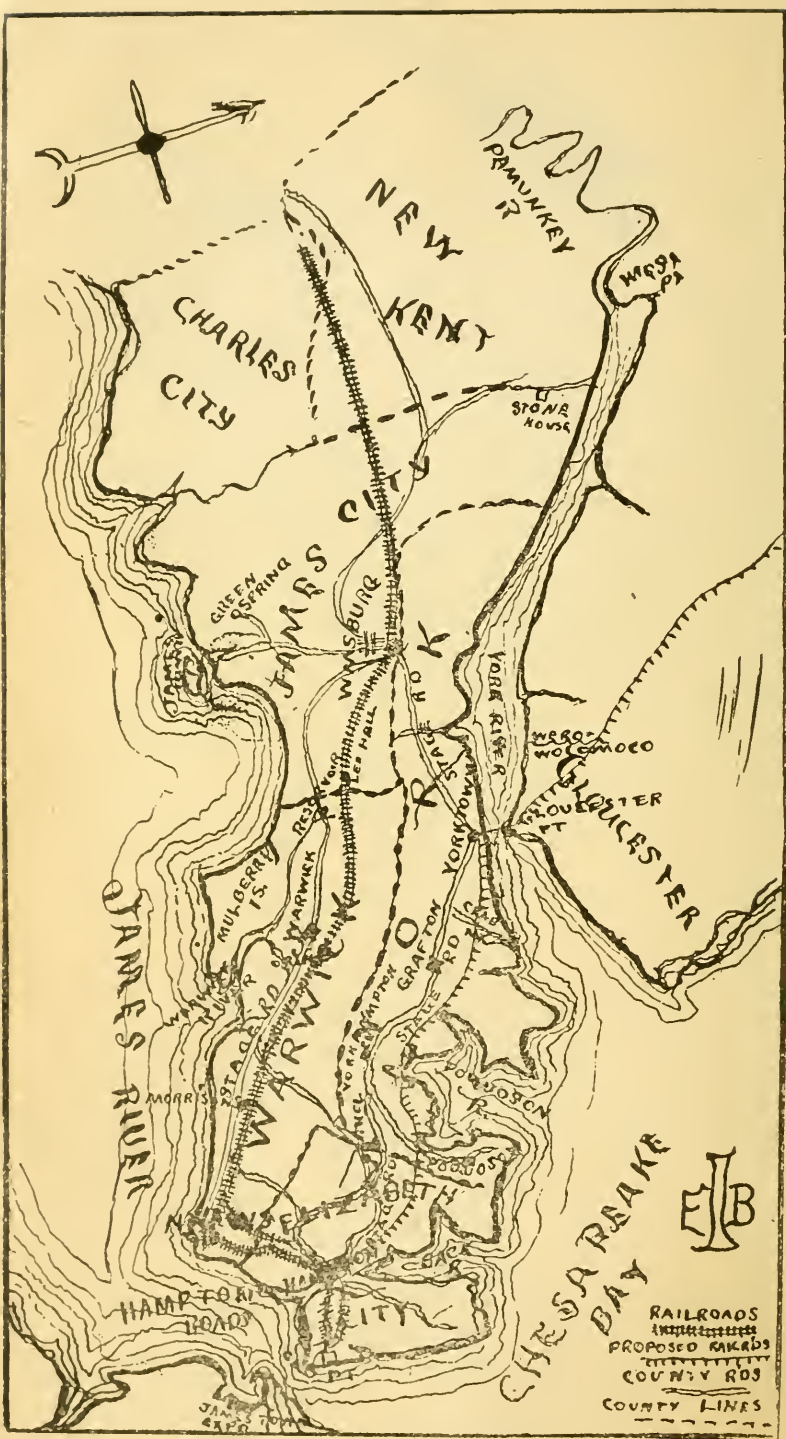
Realizing that to attempt to transcribe every noteworthy incident of historical interest occurring on the Peninsula, or to describe every place made famous by such happenings would be a work in which the limits of a huge book would be severely taxed, this publication does not claim to have entirely covered the field in presenting the following facts and descriptive data concerning the place and times of the beginning of the Nation. It has on the contrary kept out of the beaten track and refrained from treating of the places made so familiar by the popular illustrations, and our search has been more for the fugitive facts in history than to remain among those already known.

In the general construction of our work there has become apparent many imperfections. These are due in the main to errors of omission. To such of these as the reader may find we ask his kind indulgence, inasmuch as the entire work of compilation, illustrating, printing and binding has passed through one pair of hands.

We believe that the Peninsula will in time to come be found a treasure trove to the antiquarian and to the patriotic American citizen a land of most blessed memories. To further each of these objects is the purpose of this humble volume, and to these ends we dedicate its pages.

E. I. B.





MAP OF THE PENINSULA.

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 	<p>THE PENINSULA</p>	 
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<p>The Lay of The Land</p>



FROM EARLY COLONIAL days until the present time that romantic portion of hallowed ground lying between the rivers James and York, its eastern boundary washed by the long ocean swell rolling in between the Virginia capes, has

been without a true distinctive name. To-day we speak with reverence the name "Old Dominion," having reference of course to the present State of Virginia. And yet when that time worn designation was given to this Commonwealth this portion of ground was the only spot on the North American continent inhabited by the white race.

EN DAT VIRGINIA QUINTUM was the motto on the coat of arms adopted by the London Company in 1619—"Behold, Virginia Yields a Fifth." This was twelve years after the landing of the colonists at Jamestown. At that time the English crown held sway over the dominions of England, Scotland, Ireland, France (presumptively) and Virginia—the fifth dominion. Some

of the court papers, it is said, referred to the dominion of Virginia, and because of this fact, so states William Henry Lee, the name "Old Dominion" originated.

An English statesman, commenting bitterly upon the inflammatory utterance of Patrick Henry in the Virginia House of Burgesses, said: "Let us take from Virginia her honored name and substitute therefor this name: -The Place of Treason." That was certainly the English view in the succeeding years and no one cherished it more deeply than did Lord Dunmore during his erratic career. And there were no people on the continent of North America that resented the misgovernment of the Crown more than those who dwelt in the shadow of the House of Burgesses.

Coming farther down the years when a giant problem was confronting the Federal generals regarding the best method of marching upon Richmond, this section again came into prominence and was designated the "Virginia Peninsula" such appearing on many of the war records. Later, in deeper significance, tersely "The Peninsula." This later appellation has more or less clung to the land we are describing. In very recent years it has been referred to as the "Cradle of the Republic," for it was here that two incipient revolutions in the early days of the colonies foreshadowed the rising and final turning of the tide in 1776. That this intensely interesting section comprising the counties of Elizabeth City, Warwick, York, James City, Charles City, New Kent and Henrico should have become the theatre of the most stir-

ring events connected with the history of the United States has almost been a source of wonderment. Just whether or not the patriotic Americans will in the future bestow upon this section a new name remains to be seen. For our purpose, however, throughout these pages, the term Peninsula, referring to the counties above enumerated, will suffice.



The physical and topographical characteristics of the famous peninsula are interesting to a remarkable degree. From its hills and streams, from its soil enriched by the alluvial deposits of centuries, much interesting data may be derived. It is true that the Peninsula does not boast of any mineral resources yet that which she holds in store, and that which is held in her note book of time will amply offset any discrepancy in this regard.

In movements political destiny chose to make the Peninsula the theatre of most momentous events. In like manner nature chose it for vast movement of the elements. Far back in time, when the earth was young, the Peninsula was without doubt in the form of a chain of islands connected by long and dreary sand spits. The topographer notes with keen interest the heaping up of places, due to the accumulating action of the waves, and corresponding depressions due to portions remaining at tide level. In the early days the sand spits evidently sheltered deep and dismal lagoons, for at the extremity of the Peninsula such a formation is quite plain.

One of the most remarkable places in this regard is to be found at Yorktown. Here the ground is raised about thirty feet above the surrounding country. It seems that the ancient town is built upon a spot prepared especially for it. An immense deposit of red marl is heaped up forming the strongest foundation to be found on the Peninsula, and great boulders of this rock marl, roughly hewn into shape, form the walls of the old church at this place. Cornwallis' Cave, one of the places of note at Yorktown and the only cave on the Peninsula was probably formed by the quarrying out of marl for building purposes. This marl is composed of myriads of tiny shells, a hundred of which could be held upon the thumb nail.

In contradistinction to this there is a peculiar depression one mile due north of Newport News—the site of an inland sea, as it were—where the vegetation has an appearance somewhat similar to a tropical region. Great plumed grasses rear their heads a dozen feet above the ground. Festoons of moss, dark and heavy, unite with the dense foliage in shutting out the sunlight from banks of giant ferns. In the rainy season this place presents the appearance of a tree grown lake, the surface of the ground being at dead level with the tide. Here are bred countless swarms of mosquitoes millions of which are of the variety known as anopheles, or the malaria carrying mosquito. If it were not for the therapeutic value of the salt air as antidote the lower places in Newport News would be pest ridden from this source of infection.

In the threatened crusade against the mosquito by the general government an important army post (Fortress Monroe) will have removed from its vicinity one of its principal sources of danger from a yellow fever outbreak if this "lake of the woods" is treated annually to a generous application of kerosene,



Exploration of the soil in this peculiar depression brings forth evidence that this lagoon has existed for centuries. The giant trunks of trees are met with many feet below the surface of the ground. It is on a portion of the Peninsula--perhaps the only place--where excavation to the depth of twenty feet does not reveal the presence of marine deposit, and the soil is a deep black wood mould superimposed upon a blue clay which has the consistency of bar soap.

This peculiar condition of the soil extends well into the city of Newport News. Indeed one-half of the city is built upon a soil partaking of this nature, while a large part is upon sand. The Chesapeake & Ohio railway, after it leaves Morrisons, six miles above Newport News, has upon its right as it comes down the Peninsula, a ridge of sand gaining in elevation, while upon its left stiff blue clay, of which we have before spoken, continues to the shores of Hampton Roads. Another point of dissimilarity between these examples of soil formation is that the sand dwindles away to a high attenuated point, while the rich black soil, with the basis of clay, constantly widens until it forms the greater part of Elizabeth City county.

While the purview of this volume does not embrace a critical examination of the terrestrial formation in its diversified aspects, we realizing such would be tiresome to many readers, we prefer, nevertheless, not to pass too lightly over this part of our subject.

The writer has taken specimens of the under soil at many places upon the Peninsula. These examinations have been in many instances at a depth of twenty feet and the findings present quite a uniform appearance as we reach a midway point between Richmond and Newport News.

The Chesapeake & Ohio railway traverses the "backbone" of the Peninsula and is in close proximity to the great springs which are the source of the fine streams which water the Peninsula. The ground falls gently away from this ridge until it reaches within a mile or two of either great river and then is spread over a level plateau. It was upon this plateau on the shore of either river that John Smith says the "firste plantations were seated, being more soe, however, by reason of the shelter of the forest from the cold wind, on the James than the other river. 1"

One peculiar characteristic of the Peninsula is to be found in the fact that the streams tributary to the James and York rivers and the Chesapeake Bay overlap one another. Thus a traveler up the Peninsula will sometimes cross within a few hundred yards two

1. At the time Smith was writing this river had no name. Later it was known as the Kiskiack, taking this name from a tribe of Indians residing near where Yorktown now stands. In 1624 it was spoken of as the Charles river, this yielding in turn to the present name of York.

streams, each of them running in an opposite direction. Just outside the wall of Bruton Churchyard, to the north, is a ravine leading to York river, while in the garden of the Rectory, just across the street, a sweet little spring issues forth to join the James.

The first place on the lower part of the Peninsula where the long sineous streams overlap one another to any extent is on a line running from Denbeigh to Big Bethel. It is not until we cross these streams, almost bisecting the Peninsula, that we find any considerable evidence of the formation of marl. This would seem to support the theory that beyond this point the upper portion was thrown up in violent marine action, while adjacent to Newport News and Hampton Roads the earth has grown by the tedious accumulative action of the tide.

Soon after the C. & O. railroad was built a well was dug at Williamsburg to supply a tank for the engines. At the depth of thirty feet some of the most beautiful crystals of the carbonate of lime were found. So clear and glittering were these crystals the finders believed that they had unearthed a diamond mine, and for a time excitement reigned subsiding only when an expert properly classified the stones. A gentleman residing in Williamsburg has a large oyster shell completely encrusted with the deposit. This incident is of value to show how close at one time were the sea and the mountains.

From the line drawn from Denbeigh to Big Bethel the composition of the deeper soil changes very

little throughout that portion of the Peninsula with which these pages chiefly deal. The order of formation is as follows:

1. Marl. Red near the surface but very white at a depth of from twenty to thirty feet, merging into a delicate blue as it borders on running water.

2. A very tenacious clay. Usually almost white but frequently striated with red and blue.

3. Gravel about the size of peas.

4. A conglomerate. Ferruginous sand stone, sand clay and gravel. Sometimes clusters of scallop shells attaining a size of dinner plates.

5. A rich red clay.

6. Subsoil. Sandy on uplands, clayey on "plateaus."

7. Soil. Loamy on uplands, compact but very dark and exceedingly fertile in "bottom" lands.

In arranging the order for describing the formation east of our dividing line, or, properly, Elizabeth City county, we will reverse the above and thus enumerate:

1. Soil. Very black with great natural fertility. Especially adapted to market gardening.

2. Subsoil. Light, loamy, a tendency to sand.

3. Sand, clay and gravel.

4. A very fine, quickly shifting sand—tide-level—water.



An excellent way to study the topography of the Peninsula is from the standpoint of the military en-

gineer. From the very earliest times of the pioneers to that of the great fratricidal struggle of nearly a half century ago, the Peninsula has been recognized by every general, prominent in his time, as possessing superior military advantages. The redoubtable Captain John Smith quickly saw the advisability of putting the Peninsula in a position of defense. In his first tour of exploration he was at once impressed with the strategic advantages of the Peninsula. When it is considered that the colonists had as much to fear from England's marauding neighbors as from the Indians, there was reason for close topographical study of their surroundings. It has often been asked why the colonists went as far up the river as Jamestown and passed by so much fertile land near the river's mouth. In answer to this query we point to the delightfully quaint list of instructions given to the first officers of the colony, a paragraph of which reads as follows:

“ . . . But if you choose your place so far up as a bark of fifty tons will float, then you may lay all your provisions ashore with ease, and all the better receive the trade of all the countries about you in the land; and such a place you may perchance find a hundred miles from the river's mouth, and further up the better, for if you sit down near the entrance, except it be some island that is strong by nature, an enemy that may approach you on even ground may easily pull you out; but if he be driven to seek you a hundred miles in boats, you shall from both sides of the

river it is narrowest, so beat them with muskets as they shall never be able to prevail against you." 1

Thus we see that the colonists were in constant dread of a foreign foe although apparently isolated in the New World, and Captain John Smith, noting the narrowness of the Peninsula, early conceived a plan to establish outposts where Williamsburg now stands as well as above Jamestown, a plan that was immediately put into operation.

It seems that this fear had not subsided as late as 1626, four years after the first Virginia massacre. Governor Francis Wiatt made recommendation to the council at Jamestown to fortify a line from Martins Hundred (2) to Kiskiack (Yorktown) to protect the Peninsula. In the same year the council at Jamestown, in the transaction of important business connected with safeguarding the plantations, entered the following order:

"The Court hath thought fitt with ye first means for many considerations to seat a sufficient party at Kiskiack, both as regards of ye opportunity we shall thereby have to annoy the Indians, and as a good re-

1. Fiske's *Old Virginia and Her Neighbors*, Vol 1, p. 72.

2. Hundred is a designation frequently found in Virginia nomenclature. The origin of this term is far back in antiquity. In feudal times it had reference to a portion of a province large enough to furnish a hundred partisans armed and equipped for the service of the baron or lord--such an aggregation as Conan Doyle pictures in the "White Company." In later years the "hundred" partook of a somewhat similar meaning as "township" or "borough;" but the original signification was doubtless present when Martin's Hundred was established. This place which was the bloodiest scene in the massacre of 1622 is at the mouth of Warwick river, about eighteen miles from Newport News.

treat and release when we have been overforced by too powerful a foreign foe." 1

This turning back to the pages of early colonial history is for the sake of showing how closely military engineers of a later period followed those at the dawn of the American nation. During the operation of the British army on the Peninsula, culminating in the siege and capitulation of that army under Cornwallis at Yorktown, a temporary line of earthworks were hastily thrown up by the British to endeavor to check the advance of Lafayette(2) after crossing the James. These ancient works are a mile below Fort Magruder at a point on the Peninsula where the ridge of high ground is nearly bisected by two great ravines, one of which runs to an arm of College Creek that empties into the James, two miles below Jamestown; the other helping to form Queens Creek, a tributary of the York, upon which is Capital Landing, one mile from the Capital (3) at Williamsburg. The fortification is indented triangularly and is on a straight line about five hundred yards long.

History repeated itself again when the Confederate General Magruder threw his long thin line across the Peninsula from Martins Hundred to Yorktown. It

1. See Memories of Yorktown, Dr. Lyon G. Tyler, in the Richmond Times, Nov. 25, 1894; also Peninsula in History by the author, Newport News Daily Press, Feb. 23, 1902.

2. These earthworks were in such good state of preservation that the extreme left of Hooker's division was compelled to fight a desperate battle before this position was taken. Stedman's notes on the Battle of Williamsburg, May 5, 1862.

3. The Capital was at the eastern end of Duke of Gloucester street. The landing spoken of was where the goods of state came ashore.

was in the vicinity of the former (Lee's Mill, the site of Newport News' reservoir) that another severe battle of the Civil War was fought on the Peninsula.

Military engineers could see at a glance that the deep and almost impassable ravines on the higher part of the Peninsula, the long, grass-lined creeks of the lower counties overlapping one another, the narrow passages through which a large body of men would find difficulty in passing without being at the mercy of the opposing force on either side, all offered the most strategic advantages to those on the defensive. So at least General McClellan found it, and every attempt to reach Richmond by way of the Peninsula resulted in failure, not because he was opposed by equal numbers, for the disparity between the belligerents was always to the disadvantage to the Confederates, but of the superior natural defences the Peninsula afforded.



The water supply of the Peninsula is enormous. Meteorological conditions are such in this latitude near the ocean as to cause an abundant rainfall. The underground water-courses are voluminous, and although numerous salt marches abound, potable water is universally present, except of course where it is contaminated by contact with the tide, by reason of insufficient drainage by superficial deposit, or when under the influence of calcium salts it becomes very "hard."

As we approach the mountains volumetric press-

ure of subterranean streams is of course greatly augmented. In this regard it is interesting to note how these streams gather force as we proceed up the Peninsula. Illustrative of this we desire to show the comparative standing for one month of three large bodies of water fed by springs. They are situated six, twelve and twenty miles from Newport News, respectively, and offer very fair examples of stability of the Peninsula's water supply:(1)

No. of pond	Number of acres under water	Average depth of surface covered.	Max. depth in surface covered	Monthly decrease (inches)	increase in 24 hours rain. (inches)	Size of outlet (inches)	Velocity of stream feet per second.	Height of land
No. 1 x	20	5 ft	12 ft	10	.53	3x12	.5	9.5.
No. 2	30	8	15	4.20	1.37	3x12	1.0	15.
no 3xx	00	00	00	0.20	2.76	7 x 19	1.5	18.

x A very careful survey was made of this pond.

xx The site of a former millpond. Volume is represented by a large stream fed by numerous springs.

Height of land is expressed in feet.

The opportunity for studying the effect a continued dry spell would have upon the water supply of the Peninsula was well afforded at the time this data was collected. The month was an exceedingly dry October, there being not over forty-eight hours of rain during the entire month. By referring to the above table it will be seen that rainfall caused a marked fluctuation of increase in the three stations, the almost im-

perceptible decrease in volume at the greater station evidenced the fact that danger of a water famine from any considerable diminution of the streams on the Peninsula is out of the realm of possibility. The city of Newport News is furnished from this station, and although this city has more than doubled in matter of population, the resources of the powerful streams supplying the reservoir have not as yet scarcely been taxed, while the storage from the vast watershed remains practically untouched because for the present, at least, pure running spring water is abundant.

A beautiful natural phenomena is seen in a great spring that empties into the reservoir. The water, cold and sparkling, gushes forth from beneath an overhanging ledge of marl with a peculiar musical sound. Roaring Spring is the name given to this fountain out of the hill. There are many of these great springs in the vicinity of Williamsburg, and most of them seem to issue from far below the immense beds of marl, in which case their purity is unquestioned.



The flora and forestry of the Peninsula, while not particularly distinctive from that of adjacent sections, deserves, however, some mention in view of the relation both of the subjects bear to the characteristics of the soil.

As far as agriculture is concerned the realization of its possibilities have never yet been attained under an intelligent system of cultivation. Some of the choicest bits of farming land to be found in any section

have been for the last century weakened down by successive crops of corn with hardly a thought of re-fertilization.

We have before remarked the tropical appearance of the low ground at the extremity of the Peninsula. It is not within our province to treat of this subject botanically or to attempt a classification of the plants indigenous to the Peninsula. It is a peculiar fact that near Williamsburg, where the country is very broken, is the only place where mountain azalea is to be found in this section. This beautiful flower is present in an abundance on the road leading to the Capitol Landing.

A variety of woods is to be found. Pine of course predominates. Of this genus there are three kinds usually to be found, the "long-leaf," soft grain of the low lands, having a heavy cork like bark and of very rapid growth, the "short leaf," with a hard, flint-like grain, with a very thin bark and only to be found on the uplands, and a variety known as the "spruce," having needles and cones very similar to the tree of that name, the grain and tensile strength presenting all the characteristics of the pine.

The vagaries of the oak are here fully shown imitating many trees of the forest especially the willow. During the era of wooden ships the sections adjacent to Williamsburg, bordering on the waterways, furnished much valuable timber to the New England shipyards.

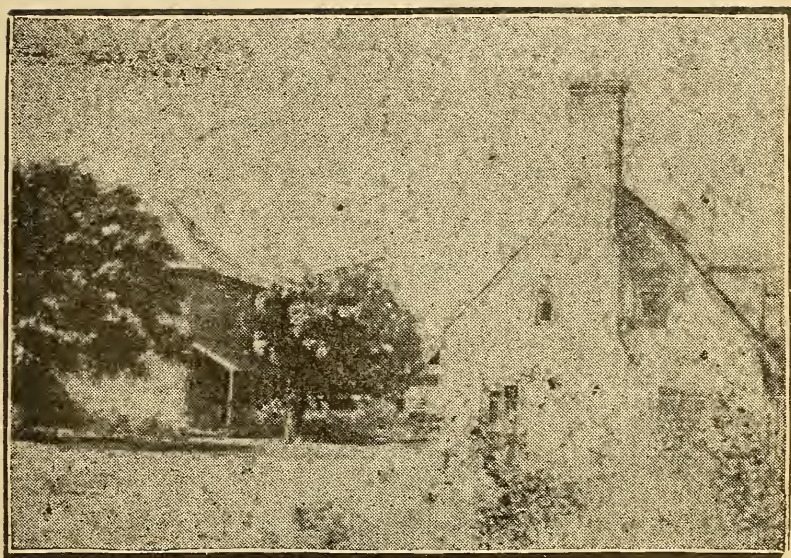
One notable feature of the forests of the Peninsula is the number of noble beeches everywhere to be found.

Inasmuch as this tree is one of slow growth each one of these great beeches is a monument telling of the colonial day. One notable specimen stands in cannon shot of Big Bethel. On its bark in legible characters are the names of the boys of '61, both of the blue and the gray,

The uplands produce oak, chesnut, cedar and hickory. Near the water courses are to be found willow, ash, sweet gum and maple. Along the shores of the Chichahominy cypress is abundant and is to be seen occasionally on the banks of the James as well as a few junipers. In many places on the Peninsula the mistletoe, mysterious bloom of Yuletide, in immense clusters far up on the branches of the sweet gum are to be seen, and the happy holly in profusion decks the woods in emerald and crimson during the season of good cheer.

The tourist, on going overland to Yorktown, will note the great quantity of Scotch broom. The hills near the monument are covered with this homely sedge giving the ancient town an Old Country appearance. Indeed it has often been remarked that the bright bloom of this wild broom and the quaint houses of the war battered town, with the blue estuary of the York to throw a dreamy haze over the opposite hills, and it requires no great flight of fancy to imagine oneself in the land of Bobby Burns.

On the sand hills of the greater rivers large areas of the prickly pear are often seen forming a curious contrast with its cactus like growth to the familiar wild plants of this latitude. Another shrub, while indigenous to the Peninsula, but is suggestive of a warmer and more arid



OLD CUSTOM HOUSE.
STREET VIEW IN YORKTOWN.

region, is the prickly ash, sending up its single stem eight or nine feet high with its umbeliferated foliage.

A beautiful variety of ferns is to be found on the Peninsula especially near Newport News where their gigantic growth is palm-like in appearance.

Frost is seen one or two weeks later on the Bay shore on the approach of winter than in the interior. Frequently a light fall of snow occurs on the uplands while on the Bay shore a warm fog neutralizes the effect of the cold wave. The proximity of the Gulf Stream renders the winters very warm, the mean temperature rarely below 56 F., and the minimum seldom lower than 28 F.



	<p>IN COLONIAL DAYS.</p>	
		

**Highways
and
Byways.**



THE SEVERAL COUNTIES of the Peninsula embrace that part of the New World that throbbed with sturdy pulse in awakened civilisation, hold within their boundaries many places of profound interest to the seeker after the quaint and curious in early American history, and a visit to these out-o'-the-way places, while sometimes difficult of accomplishing, will, however, acquaint the tourist with many places almost forgotten.

Just now we would invite the tourist to roam at will over the Peninsula and visit the places that are hallowed because of the quaint happenings and history making incidents which brought them into prominence. And the sojourn among the memories of the early days must be but transient, for our paths will lay from pathetic Malvern Hill to the low-lying islands of the peconons; from the grim walls of Fortress Monroe to the creamy hills that lock the Falls of the James.

MARTIN'S HUNDREDS,

The reservoir for Newport News is located at one of these most interesting spots. Extending a great distance over the breadth of the Peninsula is a great ravine penetrating almost to Yorktown and almost bisects the Peninsula. This forms a division between the higher land of the upper counties, and those bordering on the bay, and one of utmost importance to the colonists as we shall presently see. The main stage road through Warwick County crosses this ravine at the most convenient point of passage and the road is flanked by very high hills. This elevation has been well taken into account in every military operation on the Peninsula as elsewhere noted in these pages. A considerable portion of this settlement—which is next with Hampton in age to Jamestown—laid just west of these hills, and was sheltered by them in view of the fact that an outpost was early established there. This precaution was taken so as to give warning to the colonists above of the approach of an enemy from toward the sea.

But if the strategy of the pioneers was good that of the Indians was better, and to them there was no difficulty in reaching the supposed secure location of Martin's Hundred, for it was an easy matter for them to steal through the swamps and deal this considerable settlement a severe blow and cut it off from the other colonies. In the massacre of 1622 this manouver was successfully carried out and seventy-four people were butchered before the alarm could be given or a warning taken. It was the intention of the colonists to so

fortify Martin's Hundred on the James as to make it equal in strength to Yorktown and thus command all of the approaches to the seat of government at James town, but political perplexities arose directly after the Indian outbreak, besides this calamity so discouraged the plantation as to cause its temporary abandonment. There is nothing remaining of the original settlement or anything to mark the location of its principal building. It was in the vicinity of Lee's Mill that the deposed Governor Harvey found a refuge while waiting as a prisoner in 1639 to be carried back to England.

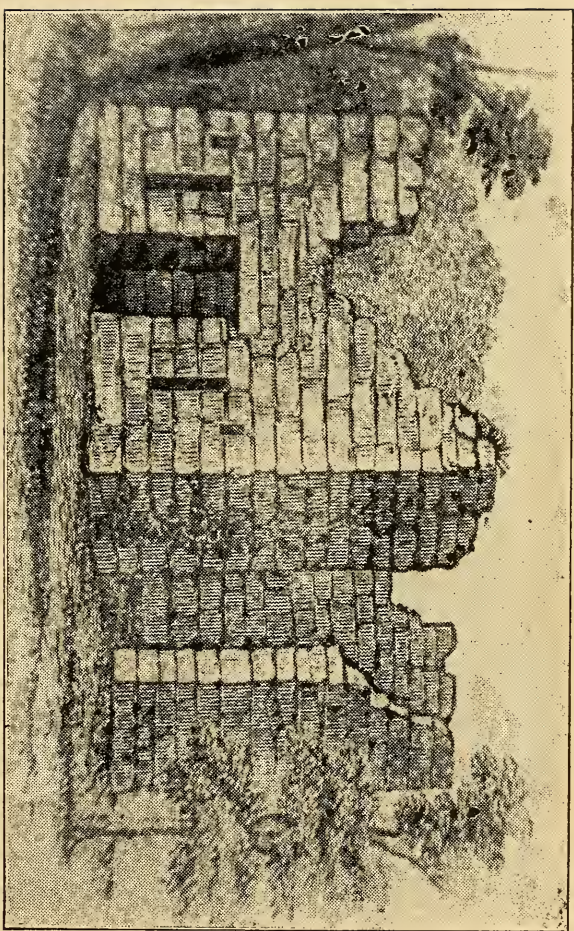
Lee's Mill, or the reservoir is on the Chesapeake & Ohio railway with a local stop at the reservoir.

THE STONE HOUSE.

A relic of the olden day which has long puzzled antiquarians is a mysterious building rudely constructed of stone standing on the banks of Ware Creek, which divides the county of New Kent from that of James City, and known in that section as the "Stone House," and from which also a magisterial district in the latter county takes its name.

Many conjectures have arisen concerning this ancient piece of masonry, one of the most interesting as as the most plausible, is that the adherents of Bacon erected it as a stronghold and rendezvous. Other writers ascribe its origin to a noted buccaneer and its use for the storage of piratical loot, which is not at all plausible and still another that the "Stone House" was erected by a prehistoric race and ranks in mysterious origin to the famous round tower at Newport, R. I.

The writer has before him Howe's History of Virginia, a work especially devoted to the collection of data



THE "STONE HOUSE."



of the quaint places of antiquity in the Old Dominion Published in 1845 it had an opportunity to describe the places of historic interest before the shock of the Civil War effaced so many landmarks. With a thoroughness that is convincing and with the naivete that characterised the writers of that period it thus describes the "Stone House:"

"The Stone House is distant from the mouth of Ware Creek five miles, from Williamsburg fifteen, and from Jamestown twenty-two. The walls and chimney, which remain, are composed of limestone. The house is eighteen and a half feet by fifteen in extent. It consists of a basement room under ground and a story above. On the west side is a doorway six feet wide, giving entrance to both apartments. There are loopholes in the walls, measuring on the inside twenty by ten inches, on the outside twenty by four. The walls are in the basement two feet thick, in the upper story eighteen inches thick. The masonry bears marks of being executed with great care and nicety. The house stands in an extensive waste of woods, on a high knoll or promitory, around the foot of which winds Ware Creek. The structure fronts on the creek, being elevated one hundred feet above its level, and stands back one hundred feet from its margin."

After carefully surveying the different theories concerning the origin of the Stone House and finding none of them satisfactory, Howe advances another, which, if it be true, strikes an interesting note at once. He makes the ancient stone structure the oldest building in the state, as well as the oldest military work in English America. And because he can quote from none greater, he quotes from the redoubtable John Smith himself as follows:

"We built also a fort for a retreat neere a convenient river, upon a high commanding hill, very hard to be asalted, and easie to be defended but ere it was finished this defect caused a stay. In searching our casked corne, we found it halfe rotten, and the rest so consumed with so many thousands of rats that increased so fast, but their original was from the ships, as we knew not how to keepe that little we had. This did drive us to our wits end; for there was nothing in the country but what nature efforded
 " But the want of corne occasioned the end of all our works, it being work sufficient to provide victuall."---Smith's History of Virginia, B. III, p. 227.

This would place the date of the building at least as early as the year after the landing at Jamestown. Howe argues that as it was "built as a retreat" the idea was that it was planned in case of a concerted attack by the Indians. Jamestown became untenable, the little block-house on Ware Creek, with accommodations quite ample for the little band, would furnish a safe refuge. And Howe argues well, for all who are acquainted with Smith's early adventures would at once recognise the wonderful foresight of that remarkable man. "Neere a convenient river," and "high commanding hill" of course is cumulative evidence in support of the theory, and the language: "hard to be asalted and easie to be defended" fully agrees with the character of the building, and the primitive mode of warfare of the times.

The Stone House has apparently passed through all these years in an unfinished condition. Smith says: "the want of corne occasioned an end of all our works," which explains the uncompleted appearance it has worn through the ages.

The "Stone House" is distant from Toana, a local stop on the C. & O. Railway, twelve miles, and is most conveniently reached by livery from that station.

TURKEY ISLAND.

In Henrico County, equi-distant from Richmond, and Roxbury, a local station on the C. & O., eighteen

miles, and from Malvern Hill three miles, is a most remarkable monument telling of a great flood, which for violence must have been quite similar to the great political revolution, which it preceded only a few years. It is a monolith, eight feet high and two feet square at its base, and bears the following inscription:

"The foundation of this pillar was laid in the calamitous year 1771 when all the great rivers of the country were swept by inundations never before experienced, which changed the face of nature, and left traces of its violence that will remain for ages."

Turkey Island is best reached by team from either Richmond or Roxbury.

THE TEMPLE.

On Temple Farm, one mile from Yorktown, are the remains of a peculiar structure, the origin of which, like the "Stone House," is lost in antiquity. In form it is not unlike a temple, thus obtaining that name. Tradition asserts that the surviving Knights the Golden Horseshoe, in memory of he who led them across the mountains, erected the structure as a mystic shrine, hallowing the resting place of Sir Alexander Spottiswood, whose remains are interred a few rods away.

A BROKEN SHAFT.

Lying near the shores of the Poquoson River, not far from Hunt's Wharf, could be seen, just prior to the Civil War, a shaft of white marble, broken six feet from its base. It contained no inscription but bore a heraldic device. The mystery surrounding its origin and final disappearance remains to day unsolved.

YORK-HAMPTON PARISH CHURCH.

There is a magisterial district in York County bearing the name of Poquoson (an attempt to Indian-ise the physical characteristic of the immediate section.) In the earliest colonial day it became a most desirable place for settlement, being within a few hours ride of Jamestown, and contiguous to Kecoughtan—afterwards Hampton—a rapidly growing colonial seaport.

Within a mile or two of where the road from Poquoson branches into the main stage road from Yorktown to Hampton, is the site of the old York-Hampton parish church. Many of the old tombs are still in existence and tell brief stories of some of colonial Virginia's illustrious dead. The place is overgrown and there is nothing now remaining to suggest the presence of a place of worship. It occupies a conspicuous place, however, in Meade's Old Churches, to whose pages the reader is invited for a more detailed description. In 1706 the parishes of York and Hampton were united and placed in charge of one minister. The site of this ancient church is twelve miles from Hampton and Yorktown, and within a quarter of a mile of Smithville, where for a number of years a tavern and stage relay was kept.

TWO FORGOTTEN NAVAL HEROES.

On the Pembroke farm, one mile from Hampton, are four ancient tombs, two of which are in memory of naval heroes of the colonial day. Another is that of the Rev. Mr. Andrew Thompson, born in Stonehenge, Eng., and who was minister of the parish spoken of in above article, and died Sept. 11, 1719, aged 46 years.

The first stone we shall describe is that of John

Nevill, Esq., an admiral in the English navy. The inscription is as follows:

Here lies the body of
 JOHN NEVILL. ESQ., VICE-ADMIRAL of
 HIS MAJESTYES fleet and COMANDER in
 chiefe of ye squadron cruising
 in the West Indies
 who dyed on ye Cambridge,
 ye 17th day of August, 1697,
 in the ninth yeare of the reigne of
 WILLIAM the Third
 aged 53 years.

The next in order and the last we shall copy the inscription of, furnishes the theme for a fascinating tale of the terrible outrages visited upon the colonists by a foe if anything more rapacious than the Indians:---

This stone was given by his
 Excellency, FRANCIS NICCHOLSON, ESQ.,
 Lieut'nt and Governour
 Generall of Virginia in memory of
 PETER HEYMAN, ESQ., Grandson
 to SR PETER HEYMAN, of Summerfield
 in ye county of Kent. * He was ye
 Collector of ye custom in ye
 Lower district of James River and
 went voluntary on Board ye King's
 Shipp Shoreham in purfuit of a
 pyrate who greatly infested this
 Coast after he had behaved himself
 seven hours with undaunted courage
 was killed with a small shott ye 20th
 day of Aprill 1709

in ye engagement as he stood next ye
 Governour upon ye Quarter Deck
 and was here honourably interred
 by his order.

Admiral Nevill's tomb has armorial bearings, viz: a chevron, three demi-lions rampant; crest: a demi-lion rampant, holding a sword erect, issuing from a ducal coronet. The stone is too badly worn and broken to trace a motto or the tinctures, which, however, are very seldom seen on tombs.

The fourth stone, which has no historic value, is in memory of Thomas Curle. Gent., who died in 1700.

These four stones are cemented together and preserved as the last relics of a populous city of the dead and to mark the site of the first colonial church of Hampton. The half-acre of tangled underbrush abuts on a suburb west of Hampton known as Lincoln Park, and is reached by conveyance, or by walking.

THE FIRST FORT AT OLD POINT COMFORT.

Old Point Comfort was at once seen to be the place for a great military stronghold by the colonists, all of whom were keenly alive to the dangers besetting them from the ocean marauders of that day. It was not until 1630, however, that active measures were taken toward accomplishing this much to be desired work. The Assembly which was convened in the winter of that year, in March, passed the following:

"Mait of fortifications was againe taken into consideration, and Capt. Samuel Mathewes was content to undertake the raving of a ffort at Poynt Comfort: whereupon Capt. Robert Ffelgate, Capt. Thomas Purfurv, Capt. Thomas Graies, Capt. John Utey, Thomes Willloby. Mr. Tho. Heyrick and Leu't. Wm. Perry, by full consent of the whole Assembly were chosen to view the place, conclude what manner of fforte shall bee erected, and to compounde and agree with the said Capt. Mathews for the building raying and finishing the same." &c.--Howe's History of Virginia, p. 252.

Captain Samuel Mathews was evidently of the most aggressive spirits when prompt action was required. In the rebellion against Harvey in 1635 it was this stout old captain, known everywhere as "one who lived bravely, kept a good house, and was a true lover of Virginia," that threw his arms around Harvey and held him until his com-patriots, recovering from fear at his daring, came to his assistance and made the arrest of the tyranical old governor complete.

Captain Matthew's plantation adjoined Martin's Hundreds and extended eastward along the shore of the James, its eastern boundary said have included Newport Point, or as Captain John Smith, in a quaint burst of erudition, gives it the French equivalent of Newport Ness, in turn corrupted by the colonists to Newport's News.

An old map in the possession of a friend of the writer places the first fort at Old Point some distance north of Fortress Monroe. Why this location was selected the author has searched in vain for a reason as it seemed to defeat the object in view—the defence of the channel.

THE SEVEN TIDES.

Middle Ground lighthouse stands at a place in Hampton Roads frequently the scene of a marine phenomena. In the negro oystermens' parlance it is "de place ob de seben tides." It seems that just at this spot the incoming tide, bringing the greenish-blue water of the ocean, meets the tide-ebbing from six rivers emptying into Hampton Roads. Passengers to Norfolk have frequently observed a well defined triangle

of a neutral tint, bordered deeply on each of the converging lines by ripples of foam, and then shading off into the dark red of James River, the earthy blackness of Elizabeth River, and ocean blue, respectively. It is a beautiful spectacle and fills one with awe in beholding another wonderful work of nature.

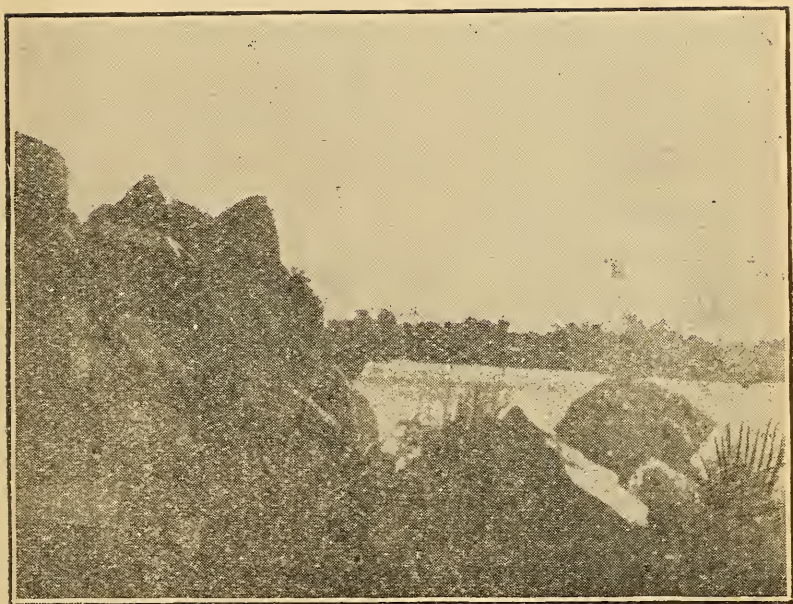
This phenomena was noticed by the colonists at a very early date. An old chronicle, relating the visit of Captain John Smith to Kecoughtan, says that the meeting between the doughty captain and the braves took place at the spot we have decribed,—“where the tydes meet and ye grate fishes feede.”

AN ANCIENT CAUSEWAY;

In a dense piece of woods, about three miles north of Newport News, on the borders of a morass, are the remains of an old causeway excavated regularly for fifty yards or more. When the writer visited it last (1890) some of the logs used as piling could still be seen. Whether this work was colonial or its intended use for that period, it is impossible to say.

KISKIACK.

When Captains John Smith and Christopher Newport sailed around to Werowocomoco on their ceremonial visit to Powhatan in 1608, they noticed on the south side of York, or Kiskiack, River a small tribe of Indians known by the latter name. The seat of this tribe was about four miles above where Yorktown now stands, and the Indians resident there must have been the guardians of the graves of their brethren past and gone. From the earliest period to the present time this place has been noted for the great number of Indian relics found there. An attempt has been made to preserve the name of this lonely tribe in the euphonious one of “Cheesecake,” under which homely designation a church in the same vicinity flourished in ante bellum days.



THE RESERVOIR AND SITE OF BATTLE OF LEE'S MILL.
[ALSO A PART OF MARTIN'S HUNDRED.]

 	<p>SIX</p> <p>COUNTIES.</p>	 
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**To-day
and
Yesterday**



IT IS WORTHY TO FOLLOW the manner in which a dominion grew out of the feeble colony that landed at Jamestown. Looking far back across the centuries it seems that the movement of affairs political was as rapid as was then needful; considering the tedious means of communication, and the exposed condition of the colonies, it must indeed have been slow.

This volume will inevitably link the remote past to the throbbing present. Our paths have laid among the misty places of antiquity, and to rush into the hurrying bustle that industrialism is fast bringing into the section with which we deal, would apparently be a rude transition. This must nevertheless happen as we take each county in regular order and give its history, location, and other incidents of interest to the visitor.

ELIZABETH CITY COUNTY.

POPULATION, CENSUS 1900, 19,460; HAMPTON, 2764.

We will come in from the sea. Elizabeth City was one of the eight original shires into which Virginia was

divided in 1634. Its form is nearly a square of eighteen miles. The land is exceedingly fertile, especially near Back River, where it is remarkably so. Only about one third of the tillable land is in cultivation, and idle land is in the preponderance.

Hampton is the chief town and county seat, and enjoys the distinction of being the place in which the first free school in America, endowed by Benjamin Syms in 1634-38, was established. In 1659, Thomas Eaton, another wealthy man of Back River, set aside a large property for the maintenance of a free school. Each of these venerable institutions of learning were in existence long before the establishment of William and Mary College. In 1805, by act of the Assembly of Virginia, these schools were united, and from that date have borne the name of Syms-Eaton Academy. It occupies a large building in the eastern part of Hampton, just north of Queen street.

Old St. John's church, the third oldest church in Virginia, is at once the most attractive object to those of antiquarian proclivities. It presents a delightful Old World appearance, built of brick in the English bond and surrounded by venerable willows.

During the first colonial period the church of Elizabeth City was located in the most convenient place for the outlying plantations, and the districts were essentially rural. As the larger towns sprang up and the greater number of parishioners became resident there, the churches were removed to the towns and more substantial buildings erected. Furthermore the growing uneasiness incident to the political changes and the treachery of the Indians made it necessary for valuable property, such as churches indeed were in those days in their ecclesio-political capacity, and besides

the constant fear that the graves of their loved ones would be desecrated by an uprising of the Indians, was also an important factor in bringing the churches within the protection of the town garrison. Thus St. John's church in the town of Hampton took the place of the one at Pembroke Farm in the same manner in which the great church in Williamsburg (Bruton Parish) took the place of several minor ones in the vicinity.

Hampton is the oldest town in continual existence in English North America, being settled from Jamestown in 1610. It has passed through three terrible wars, being twice reduced to ashes. This fact accounts for the absence of colonial landmarks.

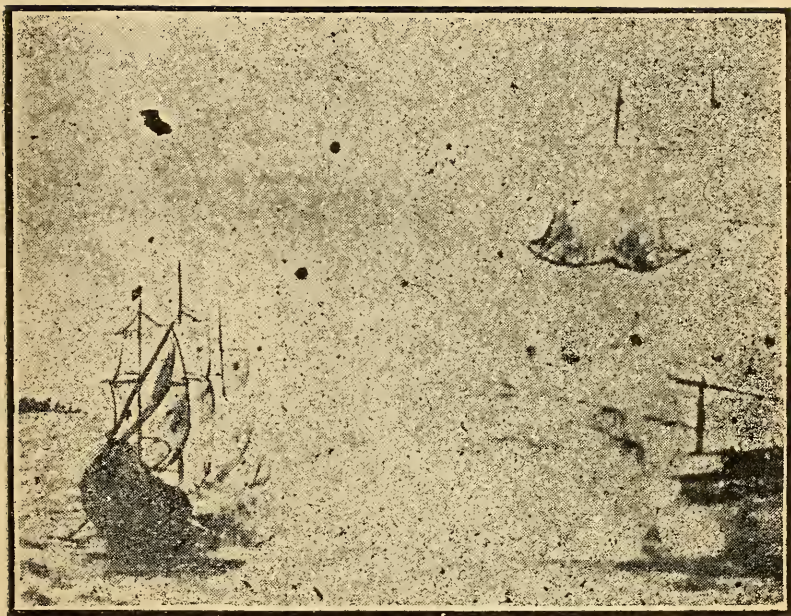
It is one of the centers of the oyster industry of Tidewater Virginia, deriving considerable of its revenue from this source. The National Home for disabled veteran soldiers and sailors, and the Normal School for Indian and negro youth, furnishes also a large fund for the maintenance of local industries.

Hampton is slowly awakening to the value of her own resources and the vast opportunities that capital will open within her doors. West Queen Street is like the trunk of a great tree, for from it two roads branch, one penetrating, with its many ramifications, into the river plantations of Warwick county; the other branch going up in to the great interesting county of York, our next in order for description.

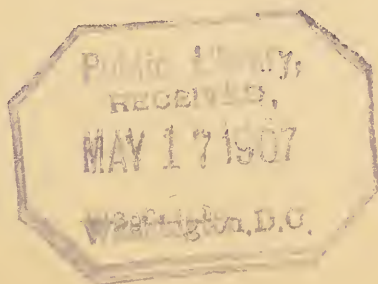
YORK COUNTY.

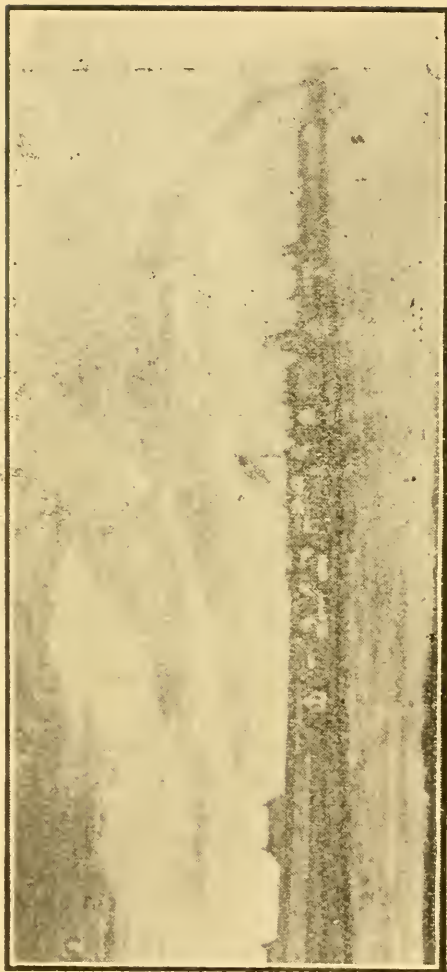
POPULATION, CENSUS 1900, 7482; YORKTOWN, 151.

York was one of eight original counties into which Virginia was divided in 1634. Chesapeake Bay bounds it on the east, and York River on the northeast. It is 33 miles long, with a mean width of 6 miles. The portion bordering on Chesapeake Bay is noted for the great fertility of its soil, equaling in this regard, where mod



BATTLE BETWEEN THE KING'S SHIP, SHOREHAM AND
THE PIRATE—SEE PAGE 26.
(Drawn by E. I. Beale.)





OLD POINT IN 1845.
(From an old print.)

ern methods of agriculture have been adopted, the renowned trucking belt of Norfolk. On the plateau, extending from a few miles above Yorktown to the northern limits of the county, while the soil is quite fertile it does not possess the rich blackness of the former described district, and as the country becomes more broken the shading off into the poorer elements becomes more apparent.

There is a large quantity of idle land in York county. The proportion is larger than in Elizabeth City. Lack of transportation and the time worn system of farming out a few acres to improvident negro tenants with their inevitable "cawn crap," is depriving the rapidly growing cities in the vicinity of moderately priced farm produce, and the State of a princely revenue.

Yorktown, the seat of justice is on York River, 11 miles from its mouth, 33 from Norfolk and 70 from Richmond. This is the only town of any consequence in the county and with the exception of two or three settlements the population is very widely scattered.

There is no section in Virginia as rich in colonial history as York county. To transcribe every incident closely associated with the building of the nation, would tax the limits of a far more pretentious volume than this. Yorktown is the Mecca of every tourist studying the colonial period, and there is an irresistible charm about its war battered appearance that attracts, during the excursion season, great throngs of visitors.

Within the memory of many now living Yorktown has been known to be a thriving port of entry and call in its palmy days a close rival to Baltimore and Charleston. Then it was that the spacious mouth of York River

was filled with shipping from all quarters of the globe, and the streets of Yorktown thronged with factors, supercargos and sailors. Nearly every family was the proud possessor of a parrot or monkey, and now and then a fine India shawl or costly silk found its way, sub rosa, to the shoulders of a fair daughter of the Old Dominion.

In 1691 the colonial gentlemen, some of them doubtless progenitors of the successful promoters of to-day, conceived the idea of building and opening for enterprise a town for York. Fifty acres of land were secured and laid out into town lots, Governor Francis Nicholson being one of the largest purchasers. Ever alive to the cause of popular education Governor Nicholson supplemented his great work in behalf of the establishment of William & Mary College, by conveying in 1695 his Yorktown lots to aid the institution of a free school. We find him again, the year following, on record in this wise:

"York county, October ye 26th, 1696. I promise to give five pounds sterling toward building the cott. house at Yorke Towne, and twenty pounds sterl'g if within two years they build a brick church att the same towne. As witness my hand ye day and year above written.

FFRA. NICHOLSON.

"Stephen ffoward,

"Robt. Bill; November ye 24th: 1696.

"The above writing p'ented in cott. and according to order is committed to Record.

WILLIAM SEDGWICK, cl, cur."

The church now standing at Yorktown is not the first colonial church. That church was destroyed by fire in 1814, and the marl-stone church now standing was built directly after, and upon the same foundation, the heat generated by the burning of the former building being so great that the marl was in a measure calcined and made more durable.

The court records at Yorktown are capable of shedding much light upon the early history of the colonies,

some of them dating as far back as 1636. Not only in matters judicial do these ancient writings throw a great brilliancy, but in the transient happenings in the New World they emit a quaint side-light. The following is a bill of expenses for a jollification indulged in upon the return of Charles I. to the throne of England. This gala day for York was on September 20, 1660, and the bill is made in the complex form of tobacco currency:

Att the proclaiming of his sacred Maisty;

To ye Ho'ble Govn'r p a barrel powd'r,	112lb .00996
To Capt. ffox six cases of drams00900
To Capt. ffox for his great gunnes00500
To Mr. Philip Malory00500
To ye trumpeters00800
To Mr. Hansford 176 Gallons of Syd'r at 15	
& 35 gall at 20, caske 26403604

In recent years cider would hardly have had the zest. At the present writing, be it said to her credit, Yorktown is a "dry" town.

An old chronicle has it that a large body of Indians from the northwest, after hearing of the strange neighbors acquired by the James River tribes, made a rapid journey to the York River to see the great warriors and their flying canoes (the colonists and their ships.) For several days the south shore of the York was "encompassed by a grate multitude of salvage," and the colonists were apprehensive for the life of the whole commonwealth. But Fortune, after presenting the spectre of extermination, tipped the ballance again for the white settlers. On the approach of the Indians to Tendale's (Gloucester) Point. the little outpost

seated there withdrew across the river to Kiskiack to the greater fort. As it happened, while the savages were preparing to cross after them, it was found that a still more powerful tribe, at war with the first comers, had camped upon their trail and a rapid retrograde movement, by the left flank, was in order for the sightseers, and in passing close to Werowomocomo some of the Powhatan's braves were drawn into the melee, and a few valuable trophies won by them.

The prowling Susquehannocks, considerably dispersed by the war of the Five Nations, often came in marauding bands to threaten York, and it was not until the close of the seventeenth century that the colonists felt comparatively free from this danger.

Another tradition, not at all disproved, is to the effect that Nathaniel Bacon's body, to prevent it from falling into the hands of the ghoulish hirelings of Sir William Berkeley, was committed to the depths of York River in front of the magnificent monument marking the successful termination of a rebellion begun just one hundred years after the strenuous endeavors of the Virginia patriot of 1676.

Bacon, when he first came to Virginia, made his home at King's Creek in York county, equi-distant from Yorktown and Williamsburg six miles.

Big Bethel, the first battle ground of the Civil War, is on the line of Elizabeth City and York counties, and is distant from Yorktown eighteen miles, and from Hampton eight. The history of Bethel church is such as to throw a great deal of light upon the rise of the powerful Baptist church in Virginia. The writer has seen an old register of Big Bethel which goes back to the dawn of the nineteenth century. Sandwiched between verbose

allusions to the great object of the church's teaching and practice were delightful bits of contemporary and profane history in the early days of the Republic.

JAMES CITY COUNTY.

POPULATION, CENSUS 1900, 3688; WILLIAMSBURG 2144

James City was also one of the original counties into which Virginia was divided in 1634. Its length is 23 miles, mean breadth 8 miles. The country is becoming more rolling, and is continuously traversed by deep ravines. What has been said of the soil in the preceding section applies largely here, although there is considerable land on the ridge that is unproductive.

When one enters the hallowed precincts of James City he seems to come to a land where "wait" forever is the watchword. It seems here that Father Time in his usual hurried gait falters and lingers here where he found so much to do. It matters little if the frantic iron horse, with shriek and rumble, tears his way up and down his narrow path, or that an infant factory, with its feeble wail, tries its voice for the stronger tones of industrialism—both are in a little world of their own, and still the whispered word "wait" echoes among the pines and over the hills of this land of the long ago.

It is but seven miles from Jamestown to Williamsburg. But during the centuries the passage along this highway has been triumphant. Washington rode along it a-courting, or trudged sturdily over the hills that flank it with his Gunter's chain and Jacob staff. And Jefferson, with problems deep, traversed this way that has brought so much glory and so much power.

Three-quarters of a mile from Williamsburg on the road to Jamestown is an old water-mill set picturesquely between two great hills. It is rarely, if ever, mentioned

in history, nevertheless for two hundred years humble old mill stones have performed their noble task of grinding corn for the people. It is mentioned here now because it is a dear old place in antiquity, and from the fact also that this spot is one of the very best to study the geology of the Peninsula, each phase distinctive of its formation, hereinbefore treated, is strongly marked.

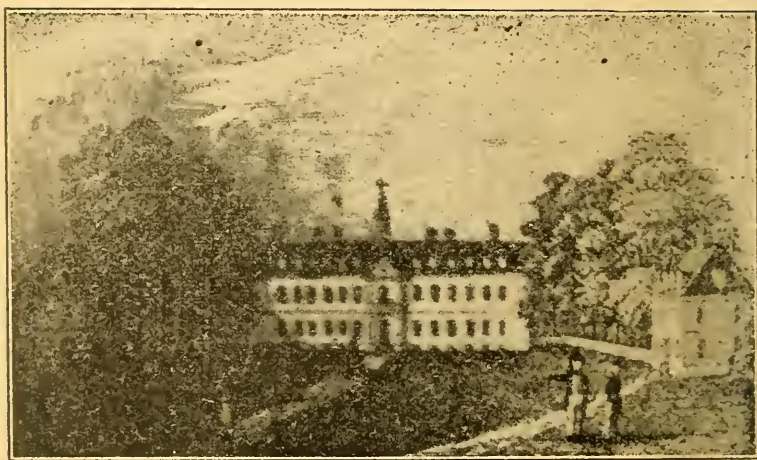
Jamestown, the objective point for the visitor to these parts, is almost a memory. With the exception of the old church tower there is little to point the visitor to the early days of the colony.

Because the old church tower stands at the oldest spot in Virginia it is generally supposed that the old tower is a part of the first structure of its kind. It is indeed very doubtful if the church building to which the lone tower belonged antedated that of the old church near Smithfield, and there are ruins of a church three miles above Williamsburg that is very much older.

The first church built at Jamestown, directly after its settlement, was a very small affair and, according to the authority of the Westover MS cost no more than £50. The following extract from the works of Captain John Smith will prove of interest:

"And so we returned all well to Iames towne, where this new supply being lodged with the rest, accidentally fired their quarters, and so the towne which being but thatched with reeds the fire was so fierce as it burnt their pallisado's, (although eight or ten yards distant.) with their armes, bedding, apparrell, and much priuate prouision. Good Master Hunt, our preacher, lost all his libary. and all he had but the cloathes on his backe: yet none neuer heard him repine at his losse. This happened in the winter, in that extreame frost, 1607",--Smith, book 3. (Richmond edition,) p. 168.

"The spring approaching and the ship departing, Mr. Scrivener and Captaine Smith divided betwixt them the rebuilding Iames towne; the repairing our palisadoes; the cutting downe trees; preparing our fields: planting our corne, and to rebuild our church, and to recover our storehouse."--p. 170.



WILLIAM & MARY COLLEGE AS WASHINGTON
KNEW IT.

(From an Old Print.)

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COLONIAL CAPITOL OF THE FIRST PERIOD IN WILLIAMSBURG.

[See Page 43.]

W

Williamsburg became the capital of the Dominion of Virginia in 1698. "When the state-house and prison were burnt down, [at Jamestown] Governor Nicholson removed the residence of the governor, with the meetings of the general courts and general assemblies, to Middle Plantation, seven miles from James town, in a healthier and more convenient place, and freer from the annoyance of moschetoos" Such are the words of Rev. Hugh Jones in his "Present State of Virginia," published in 1724, an authoritative work on the colony of Virginia in the beginning of the eighteenth century.

It is from this rare little pamphlet [12 mo, 150 pp.] we derive the information that the town of Williamsburg was laid out in the form of a W and M,— a form, by reason of its manifest inconvenience, not long adhered to. From the same source, in a most minute description, we obtain the specifications from which I have developed the front elevation of the first colonial capitol at Williamsburg. The following brief description by Mr. Jones, of the immediate environs of the capitol, may be of interest here:

"The building is in the form of an H, nearly; the secretary's office and the general court taking up one side below stairs; the middle being a handsome portico, leading to the clerk of the assembly's office, and the House of Burgesses on the other side; which last is not unlike the House of Commons. In each wing is a good staircase one leading to the council-chamber. . . . Over the portico is a large chamber, where conferences are held. . . . At one end of this is a lobby, and near it the clerk of the council's office; and at the other end are several chambers for the committees of claims, privileges and elections; and over all these are several good offices

for the receiver-general for the auditor and treasurer, &c., and upon the middle is raised a lofty cupola with a large clock. The whole is encompassed with a good wall, and near it is a strong sweet prison, for criminals, and on the other side of the open court another for debtors. . . . "

This magnificent building was destroyed by fire in 1746, and directly after a less pretentious building, but one made famous by Patrick Henry's daring speech, was built on the same foundation and by a similar general plan. This second building was burned in 1832.

Facing Palace Green is a small house in which there is a window glass bearing the following scratched with a diamond:

T. B.

1796 (9 ?) Nov. 23 O fatal day.

The third figure of the year is not clearly made; it would pass as either a 4 or 9. If the former it would correspond with the date of the destruction of the Capitol, certainly a fateful day for the people of Williamsburg, and inasmuch as the little building is one of the group which as late as 1840 survived the appurtenances of Lord Dunmore's palace, no doubt the glass, at least, was preserved as a memento of a most eventful day in the history of the town.

After the second capitol was destroyed a building was erected on the site and used as a female academy. Directly after the Civil War this building was abandoned, remaining in ruins until 1887, when it was sold to a pioneer citizen of Newport News who employed, doubtless, some of the bricks which formed the walls having ears to the treasonable speech of the great Apostle of Liberty, to erect in part the first brick residence in Newport News. And somewhere within the walls of a modern

business block, on the southeastern corner of Washington Avenue and Thirtieth street, are hidden some of the bricks of the House of Burgesses. Such is ancient glory, and so does destiny link the past to the living present on the Peninsula.

There stood at the entrance of the Capitol a beautiful marble statue of Lord Botetourt, one of the most acceptable among the last of the colonial governors coming to the Dominion of Virginia. Because of his devotion to literature and the arts, and also from the fact that his remains are interred in the College chapel, in 1797 his statue was removed from the Capitol and placed on the College campus.

We find on May 12, 1779, an act was passed to remove the seat of government to Richmond. The old House of Burgesses becoming vacant and falling into ill repair was doubtless another excellent reason for removing the statue to its present location.

The following brief item, taken from the Virginia Gazette in one of its issues of October, 1768, announcing the arrival of the distinguished governor above referred to, tells an interesting story of the leisurly manner of travel of those days:

Last Tuesday evening arrived in Hampton Roads, in eight weeks from Portsmouth, the Rippon, man-of-war, of 60 guns, Samuel Thompson, Esq, commander, having on board his Excellency, the Right Hon. NORBORN^E Baron de BOTETOURT, his majesty's Lieut. and Gov.-General of this Colony and Dominion. Next morning his Excellency landed at Little England, (1), and was saluted with a discharge of the cannon there. After tarryng a few hours and taking a repast, his Excellency set out about noon for this city where he arrived about sunset.

In a succeeding issue of the same paper a more detailed description of the inaugural ceremonies was published, as well as an ode to the new governor. In these democratic times the ode appears very extrav-

1 A suburb of Hampton

agant, and in view of the rising storm of revolution, insincere.

A piece of eighteenth century sculpture, rivalling in beauty and execution the statue of Lord Botetourt, is that of the tomb of Edward Nott, Governor in 1705, which is in Brutonchurch yard a few rods to the west of the tower.

Williamsburg deserves the distinction of being the terminus of one of the first inter-colonial postal routes. Soon after the arrival of Governor Spottiswood, whose reception was very cordial, by reason of the fact that he brought a writ confirming the contention of the colonists that they too, as Englishmen, were entitled to the right of habeas corpus, an act was passed in Parliament extending the postal system into Virginia. But the introduction of stamps and the use of them upon letters caused a great outcry. The colonists could see no other reason for the presence of a postage stamp except as a slick way of levying a tax upon correspondence. For a time the Dominion of Virginia was in an uproar, the same being augmented by the House of Burgesses trying its hand at counter legislation, and after declaring that Parliament could levy no tax in Virginia without the consent of the local representatives, proceeded to make the extension of the postal system of no effect by the imposition of conditions difficult of interpretation and abrogatory in their general character.

Nevertheless a letter post was established between Williamsburg and Philadelphia, radiating to the Maryland colonies, the time stipulated for the passage of a letter from the capitol of Virginia to Philadelphia being eight days!

An ancient map in the library of William & Mary College made in 1780 speaks of a "madhouse" in Williamsburg, and many of the pre-Revolutionary issues of the Virginia Gazette make mention of the proposed location of an asylum there. In 1769 an act passed the House of Burgesses authorizing the establishment of the asylum, and known by that name until recent years when the official title was changed from Eastern State Asylum to that of the Eastern State Hospital for the Insane.

Shortly after the numerous passages of arms between the small bodies of Federal and Confederate troops operating on the Peninsula, after the heavier scenes in the drama of war had been shifted to the northern border, following the futile attempt of McClellan to reach Richmond by the Peninsula route, a spirited correspondence ensued between General Dix, commanding at Fortress Monroe, and General Henry A. Wise, whose duty it was to protect the Peninsula side of Richmond, and who made numerous raids into the vicinity of Williamsburg.

The points at issue related to the manner in which the belligerents should observe the position and purposes of the asylum. General Wise contended that it being an institution of humanitarian object it should be under the protection of the Confederate government and a resident, non-combatant guard, under the control of the State should be quartered there. General Dix alleged that the guard had committed numerous depredations against the Federal authority, whose forces were occupying the territory, and that this privilege of a local military guard of the State could not be granted; that an attempt to establish such a guard would result in its capture and treatment as prisoners of war, those resisting would be shot; and that the asylum should, from that

date, be under the military and medical control of the United States Army.

In concluding his letter in reply, and also the very unsatisfactory correspondence, General Wise exclaims, in language characteristic of himself and the time:

“I would rather fight you than write you!”

A Richmond paper, published during the war, in my possession, contains the full text of the correspondence.

The deep well-like cellar in the rear of the Matty school, in very recent years having awarded to it the romantic name of “Dunmore’s Cave,” was built by Governor Spottiswood and served his palace in the humble capacity of ice house and storage vault. Nevertheless tradition’s mystic fingers have been busy with it, and it is not unlikely that Lord Dunmore may have found it a convenient place of refuge during some of the strenuous days he was dodging the determined little band of patriots under Patrick Henry.

CHARLES CITY COUNTY.

POPULATION, CENSUS 1900, 5,040.

Charles City was one of the eight original counties divided in 1634. It then extended on both sides of the James, but later was confined entirely to its northern shore. It is about nine miles wide and twenty long and its surface is very rolling, some of the elevated points, especially the river bluffs, around which the James winds picturesquely, reaching seventy feet or more. The Peninsula widens very perceptibly through Charles City county and that of New Kent, which bounds it on the north, and the land is considerably more fertile and mellow where the surface is not so bold in relief.

Charles City, while rich in antiquity, possesses but few colonial landmarks, and we will not, therefore, linger as long within its borders.

We find the princely home of the distinguished statesman and scholar, to whose researches into Virginia's antiquity we have had occasion to refer in this volume, Col. William Byrd, known as Westover is in Charles City county, 30 miles from Richmond and 4 from Berkeley, the magnificent home of the Harrisons, and birth place of William Henry Harrison, ninth president of the United States,—famous old Tippecanoe.

Colonel Byrd was a contemporary of Sir Alexander Spottiswood, and like the latter ardently in love with all that was chivalrous and indicative of the advance of a pure civilization. And like the former also, he was identified with the progress of the colony westward. His works (1) remained in manuscript until 1841 when they were published in Petersburg under the title of the Westover Manuscripts.

At Oldfield, which was a part of Colonel Byrd's estate, where is an extensive brick manufacturing plant, which, by the way, makes the most compact, non-absorbent brick anywhere to be found in Eastern Virginia, by reason of the excellent quality of the clay in abundance there, were held frequently the athletic and musical fetes of the upper plantations.

A field day held in 1736 on St. Andrew's day well attests the fact that many of the North of England rural sports were in vogue among the colonists, and that the rough and ready cudgeling bouts which Dickens describes in perhaps too vivid detail, were often held at Oldfield. A few excerpts from the programme are here given:

“That a Hat of the value of 20s be cudgelled for.

“That a violin be played for by 20 Fiddlers. After the prize is won they are all to play together, and each a different tune, and to be treated by the company.

1 History of the Dividing Line. A Journey to the Land of Eden Progress to the Mines, etc.

That a handsome entertainment be provided for the subscribers and their wives; and such of them as are not so happy as to have wives to treat any other lady.

“That a Quire of ballads to be sung for by a number of Songsters, all of them to have liquor sufficient to clear their Wind Pipes.

“That a pair of handsome silk Stockings, of one Pistole [about four dollars—Ed.] value be given to the handsomest young country maiden that appears in the Field. With many other Whimsical and Comical Diversions too numerous to mention.”

Charles City county became the theatre of stirring events at the time Nathaniel Bacon became the daring champion of the people in 1676. This was due to two causes: first Bacon's residence, while in Henrico county, his local influence extended far down the Peninsula long before any aggressive action was taken. We can see something of Bacon's hand in the “Charles City County Grievances,” which the people met in indignant conclave at Oldfield early in 1676 and formulated. Second: The limits of the county, as we have seen, extended across the James and consequently was a part of the frontier.

It was from one of Colonel Byrd's priceless manuscripts that the Virginia Gazette published, incident to the notable resolutions passed by the House of Burgesses on May 15, 1776, a stirring article telling of Bacon's suffering and daring and calling upon all Virginians, on the centennial of his noble achievements, to emulate him in passing upon the momentous question then before the American people.

NEW KENT COUNTY.

POPULATION, CENSUS 1900, 4,865.

New Kent was formed in 1654 from York. The boundaries were defined as follows:

“It is ordered that the upper part of York county be a distinct county to be called New Kent, from the west side of Scimmino Creek to the heads of the Pamunkey and Mattoponie river, and down to the head of the west side of Poropotank creek.”

The Pamunkey runs on its northern, and the Chickahominy on its southern, and to each of these streams the respective portions of the county incline. New Kent county is about 9 miles wide and 26 miles long, and the land well watered by the streams above spoken of is very fertile, excelling in the production of melons and small fruits and berries, to which the soil is particularly adapted.

On the banks of the Pamunkey, about 25 miles from Richmond, is an old colonial mansion, known throughout the countryside as the White House. The location of this mansion was at a point of the utmost strategic advantage to the Union army in the last years of the Civil War, and the fine old colonial homestead was surrounded by the stern implements of war after its century of peace and gay rounds of social life in the old Dominion of Virginia.

It was near the White House that Washington, on his way to Williamsburg with important communications after his famous trip to the Ohio, was compelled by reason of the warmest solicitation of Mr. Chamberlayne, a neighbor of the lately deceased Daniel Parke Custis, to pass the night and incidentally to meet the charming widow, Martha Custis, mistress of the White

House, and who was for the time being a guest of Mr. Chamberlayne.

The subsequent courtship and marriage of Washington are dear to the hearts of all Americans and too well known to bear repetition here. Be it said, however, that the time of this marriage the White House was the executive mansion of an immense plantation, and Washington's courtesy, under the English law of pre-nuptial settlement, added to his estate one hundred thousand dollars. Custis, in his life of Washington (a grandson of the first lady of the land) is authority for this statement. It is from this beautiful romance that the name of the "White House" was given to the Executive Mansion in Washington.

WARWICK COUNTY.

POPULATION, CENSUS 1900, 4,888.

Warwick became one of the original counties divided in 1634. Of all the counties of the Peninsula it contains the least of colonial landmarks. Much has already been said, under another head, of the antiquities of Warwick to which we can add but little.

Standing in a dense wood, three miles above Morrisons, is a mysterious little brick house which was most certainly built during the colonial period as evidenced by the manner of its construction, the bricks being laid in the English bond. The former county jail, now used as the home for the negro poor, at the Court House, is an exact counter part of this little house, and both present quaint pictures of the colonial day.

When the visitor to the Peninsula is shown any old church or colonial building, he is always told that the bricks used in its construction were brought from England. It is high time that this moth eaten old fallacy was exploded and the ingenuity and the under-

standing of the colonists in preparing building material was given proper credit. One of the greatest sources of dissatisfaction to the patrons of the London Company, those of the get-rich-quick persuasion, was that every ship coming from Virginia was loaded with building material instead of gold and precious stones, which they believed they had every reason to expect from their portion of the fabulous wealth of the Indies.

Their persistent clamor in this regard evoked from Captain John Smith what he terms a Rude Answer as early as November, 1608, in which he enumerates the already established industries of brick and glass making, of which of the latter he had begun to export to England, and begs for more carpenters and masons so the supply at hand could be worked into a better class of houses for the colony.

A quotation of the price of bricks in the seventeenth century lends material aid to the utmost feasibility of the manufacture of bricks in the colony. Thus in London bricks brought 18s, 8 1-4 d., per thousand, while in Virginia they sold for 8s per thousand! For this statement we are indebted to Bruce's Economic History of Virginia, which states in another place that during the massacre of 1622, at some of the plantations the Indians were beaten off with brickbats.

There are several very old and interesting graveyards in Warwick county, but aside from their heraldic devices and ancient dates, when not so badly mutilated to make the deciphering on these stones impossible, they possess little value to the antiquarian, except he be also a genealogist, in which case he is apt to stumble, in most unfrequented byways, on a treasure trove, if such a comparison may be admitted when speaking of the lonely and forgotten homes of the dead.



**Twenty=
Six Years.**



ON THE 17TH OF OCTOBER, 1881, the first train through from Richmond to Newport News awoke the echoes of the sleeping past on the historic Virginia Peninsula and heralded the birth of a seaport that should far excell anything of its kind ever before known in the Dominion of Virginia.

And after dealing with the scenes which carry one back into the mists of three hundred years ago we call this country young, how strange indeed it seems that one should speak of twenty-six years in Newport News as a long time!

On the 19th day of October, 1881, the centennial of the surrender of Cornwallis was opened by President Arthur at Yorktown. This date is approximately even with the opening of a road to the sea—a fulfillment of the dreams of Spottiswood, Byrd and Washington—one looking into the vista of the past, the other opening the gate of the future.

Ever since the Civil War the talk of building a railroad from Richmond to Newport News was like preaching the gospel of promise to the isolated people

of the Peninsula, and the bringing forth of the port of Newport News was to them commercial regeneration.

In 1881 the site of this city had risen little above the dignity of a camp. Of the houses remaining of ante bellum days there were but three remaining intact—one of which now stands just beyond Thirty-fourth street, a large, roughly built structure at the foot of Eighteenth street, used as a general store building, and the old Parish House at the foot of Ivy Avenue, which of the three remains unaltered. Scattered about were the rude shanties of the railroad camps, and near the store spoken of a hastily constructed wharf where the material for the railroad was landed. Where the Casino now stands were the ruins of the old Winburne House, and in the river, half-way between the wharf and Point Breeze, were portions of the wrecks of the Congress and Cumberland destroyed by the Merrimac, March 8th, 1862—and over all an air of expectancy.

1883 found Newport News making good. This year the mammoth Elevator [A] was nearing completion, and two great merchandise piers known then as Piers 1 and 2, (burned in 1897) were in service. A small brick hotel (Newport News General Hospital) was housing the officials, during the erection of Hotel Warwick, and the Casino and a number of tenement rows were under construction. During the following year the coal pier (pier 3) and a weekly newspaper, the Commercial, were added to the growing town.

In 1886 the first self-contained private residence was built at 2506 Washington Avenue to keep the four business houses on the same thoroughfare from being too lonely, and the whole town attended religious services in two frame structures, one a Baptist chapel, on the corner of Thirtieth street and Washington avenue, and the Union Chapel on Twenty-seventh street and West avenue.

During the late summer of 1888 plans were consummated for the building of Dry Dock No. 1, and work thereon was immediately begun. In the following spring the dry dock was formally opened with impressive ceremonies attended by General Fitzhugh Lee, then governor of Virginia, there being docked the United States monitor Puritan and a large barge, the Alpha, of the C. & O. railway.

To properly handle the work coming into the dry dock a small shipyard was projected in 1889, and the Bigelow yard, at Newburg-on-Hudson was purchased and brought to Newport News. The building damaged by fire on Dec. 25th last being one of the buildings standing on the Hudson and removed to this yard with the machinery. It is curious to note that Mr. Bigelow at one time owned a large portion of the famous plantation, Ultimaria, spoken of in these pages.

Thus equipped the ambitious little shipyard in 1890 undertook the construction of a large ocean-going tug, El Toro, for the Morgan Line, succeeding so well that it built the great ships, El Sud, El Norte, El Cid and El Rio for the same line. El Cid became the Nictheroy, famous in the Brazilian navy.

In the summer of 1893 the shipyard received its first naval work, having awarded the contract of the Wilmington, Helena and Nashville, gunboats. In the following winter the liner New York was first docked at the yard. Two years later preparation was made for building the greater fighting machines, and in March 1898, when the country was in the eager expectancy preceding the inevitable clash with Spain, the Kearsarge and Kentucky, two monster battleships, were launched in one day, this feat in shipbuilding causing world-wide comment.

As in the case of the shipyard so it is with nearly

every phase of human endeavor. Thus in 1890 the Bank of Newport News timidly opened its doors with a capital of \$50,000, to-day there are six banks and as many trust companies with aggregate capital nearing \$5,000,000; when in 1886 two frame buildings, 20x30 provided accommodations for the school population of possibly one hundred, to-day five great schoolhouses are inadequate to the needs of five thousand children (exceeding the entire population of Newport News in 1892!) even when several excellent private institutions are absorbing large numbers; in 1882 a little shed represented the place of religious worship, to-day church property has passed the million dollar mark, the most prominent denominations occupying costly buildings, while the lesser ones are multiplying so fast that one can hardly follow them; when in 1883 a little three-story hotel furnished accommodations for the boarding and bachelor population of the embryo seaport, to-day a half-dozen great hostelries are taxed with their growing clientele, augmented by a great traveling public.

And so is all along the line of advance. Whether we are concerning ourselves with the diminutive columns of the "Wedge," a short-lived little weekly printed on an amateur press in 1882, or of the Newport News dailies of to-day; whether a general country store sold the necessities of life only in the early day or contemplate a trip through the department stores on Washington avenue; whether a trip to Hampton was an undertaking to be left to the mercy of the Lord, or the exact schedule of the electric line linking the two cities—all tell a story of advance which to the world seems extraordinarily short, while to an old resident, who has seen things spring up in a night, as it were, twenty-six years seem^s to be a long, long time!

The chief colonial consideration regarding Newport News is the derivation of its name. Captain Newport

is given the credit for the first two syllables, of course, but the terminal "News" is undoubtedly a corruption of the French word "Ness" which John Smith in his wonderfully exact maps of Virginia gives to this point making it Newport's Ness, i e Newport's Point. But to the colonist "news" was more euphonious and which, as we shall presently see, equally appropriate, and was allowed to remain.

But for the great projection of Newport News and Mulberry Island the north shore of the James from Jamestown to its mouth would be comparatively straight. This fact was early taken into account and a watchman stationed at each of these points, by lighting their beacon fires, would send their tidings of good or evil import to the settlements above.

The apostrophe and the superfluous "s" became a great bone of journalistic contention twenty years ago between Norfolk and Newport News, which the first named city magnanimously wanted us to keep (!) while this city claimed they were provincialisms and at least obsolete. This is one instance where Norfolk wished this city to have something.

Newport News will be celebrated for all time as the place of the remarkable exploits of the Merrimac in the few short hours in which she revolutionized naval warfare on March 8th and 9th, 1862. At that time this city was an important Federal military depot and was securely fortified, the strongest being a large redoubt, which stood until 1894 at the intersection of Huntington avenue and Forty-third street. All of these works have now been razed. The Merrimac desired to attack them and steamed close in shore but could not elevate her guns high enough. She then struck the Cumberland.

ROAD GUIDE.



FROM NEWPORT NEWS TO YORKTOWN.

VIA BIG BETHEL, 26 MILES.

- (1) North on Chesnut avenue to county road to Hampton, east one-fourth mile beyond Greenlawn, left turn and cross railroad. Continue north three miles, left turn to road marked with telephone poles. Bear left three miles above Bethel and follow telephone wires. Sandy, very heavy, poor and two bad hills; or
- (2) North on Huntington avenue to Fifty-fifth, east to Virginia, north on road three miles to five hundred yards in edge of pine thicket, right turn, two miles, left turn and continue on as 1. Sandy swampy, very poor; or
- (3) North as in 2, straight away to schoolhouse in sight of Morrisons station, bear right, cross tracks at station, continue three miles, right turn passing Broken Bridge, severest place of the action at Big Bethel. Left turn at fork with two stores, continue as 1 and 2. To Morrisons fair; remainder swampy, sandy.

TO YORKTOWN, TO PASS DENBIEGH, 24 MILES.

- (4) Proceed as in 3. Left turn at schoolhouse, [WARNING: high tides with east wind may make road impassable at mill pond half-mile past schoolhouse, in which case: continue past station as in 3, three miles, TURN LEFT, continue, bear left, recross track at Oyster Point station and rejoin Warwick road at Denbiegh church.] Continue and recross tracks at Lee Hall, bear right at old brick church [Lebanon] bear left one mile past, right turn at Halstead's Point. Continue east on road marked with telephone wires. Good to Lee Hall, fair to Halstead's Point. Sandy and poor in vicinity of Yorktown. 18 to 40-foot hills.

TO WILLIAMSBURG PASSING YORKTOWN,
36 MILES.

- (5) Proceed as in 1, 2, 3, 4. Continue west from Yorktown, right turn at Halstead's Point, follow telephone wires. Fair, two 50-foot Hills. Route 4 best for motors.

TO SAME ON WARWICK ROAD.

- [6] Route 4 to Lebanon church, left turn. Great hill one mile from church. Sandy, abominable.

NOTE: Road to New Kent, Stone House and White House passes out of Williamsburg to the right of the College. This is the famous "King's Highway," and all of the branch roads leading to the places of interest before spoken of in this volume are plainly indicated by guide posts. The roads on the upper portion of the Peninsula, by reason of the higher, better drained land, are uniformly better than in the vicinity of Hampton. The country is also very rolling, and fifteen miles above Williamsburg it is quite broken.

Williamsburg, aided by the National government is building a boulevard to Jamestown, from which the road to Green Spring joins, which is also plainly indicated. This boulevard passes out of Williamsburg to the left of the College and unites with the road four miles above leading to the upper Charles City county points.

Bicycle repair shops at Yorktown and Williamsburg.



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